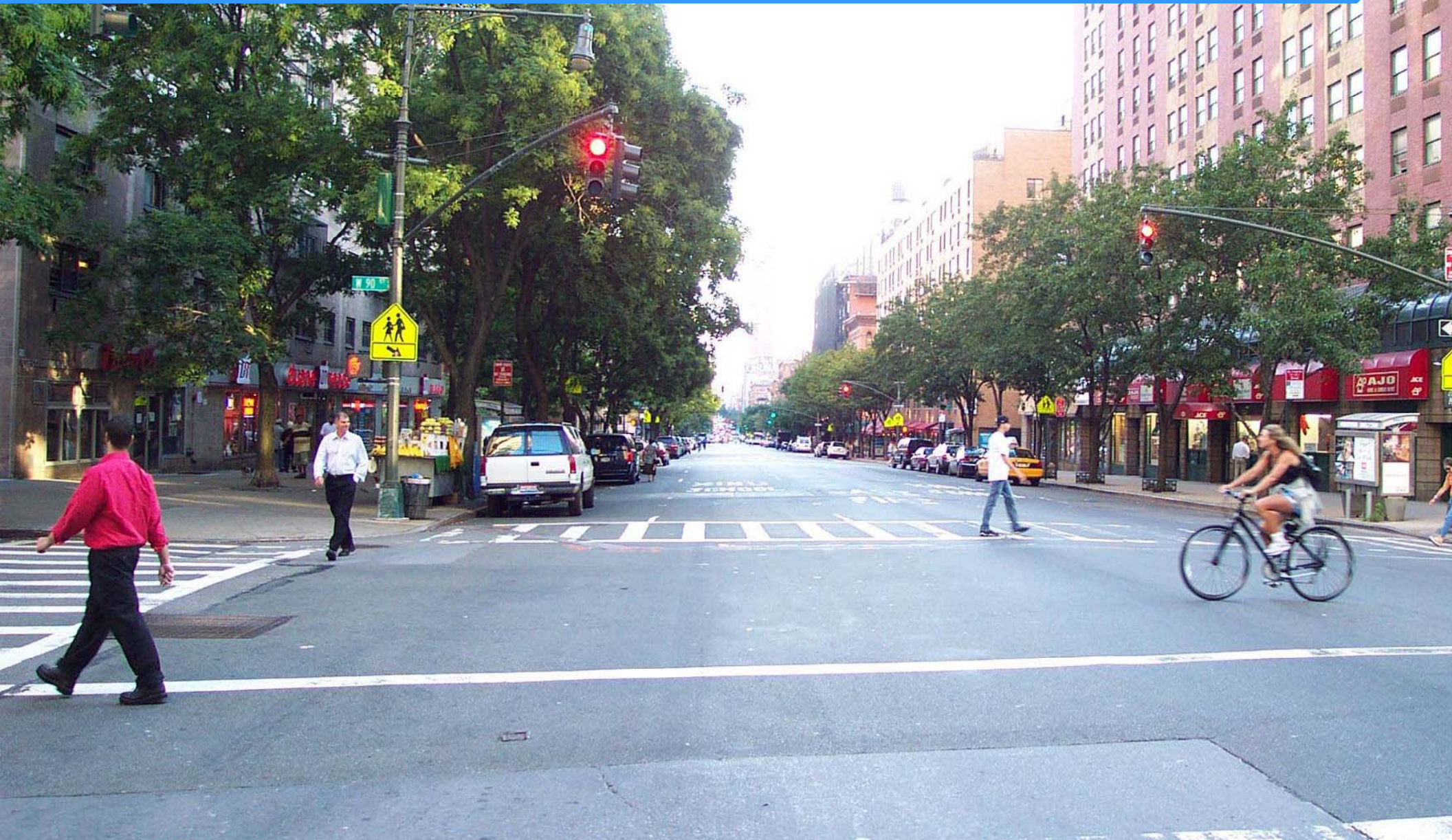
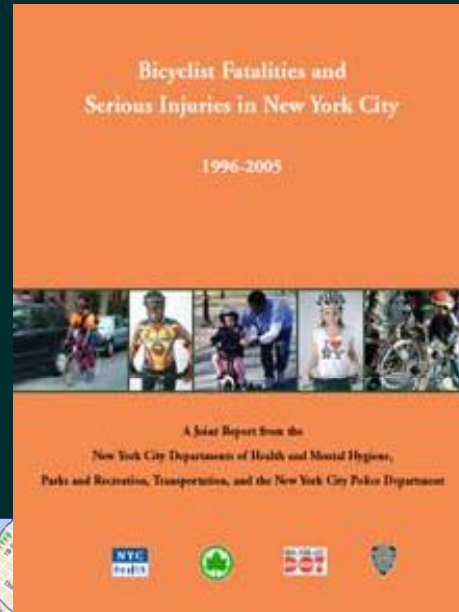
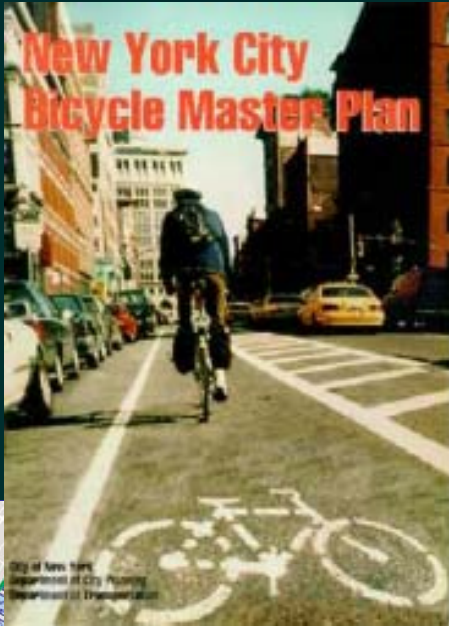


Columbus Avenue Parking-Protected Bicycle Path

West 96th to West 77th Streets

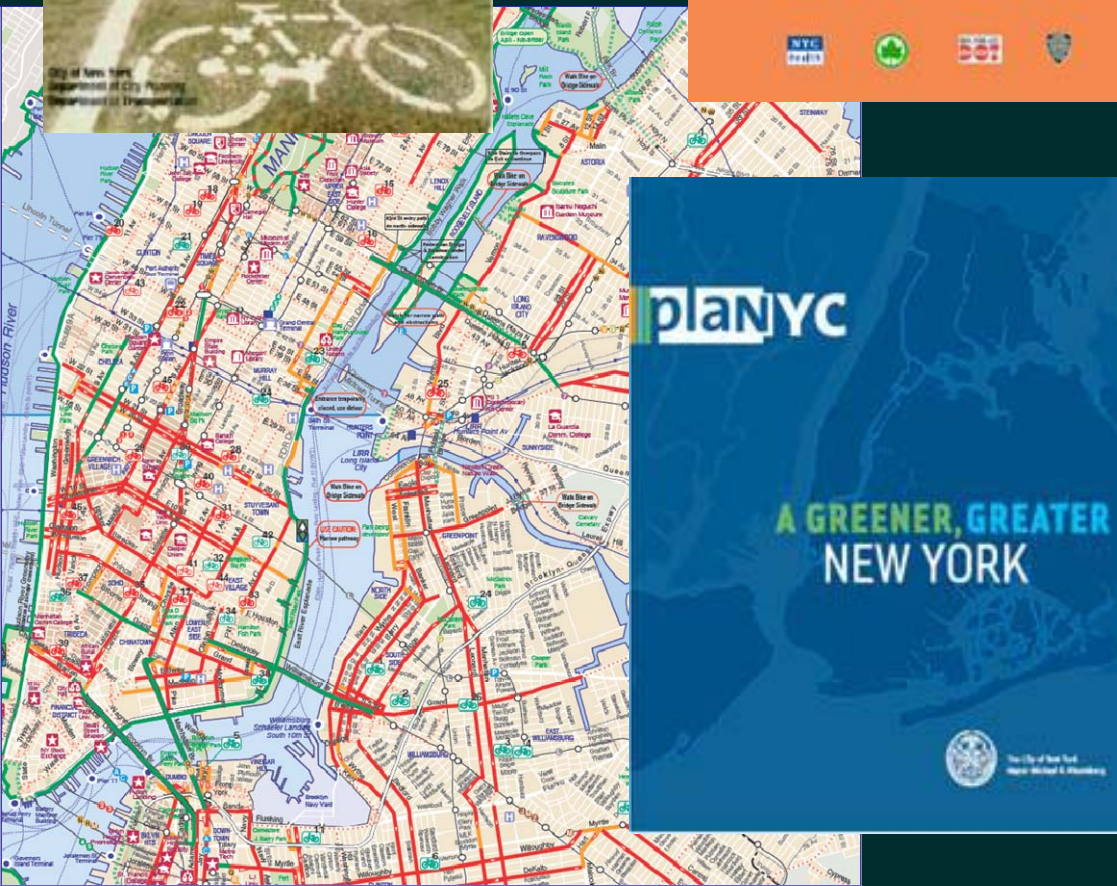


NYC Cycling Background



Sustainable Streets
Safety
Mobility
World Class Streets
Infrastructure
Greening
Global Leadership
Customer Service
**Strategic Plan
for the New York City
Department of
Transportation
2008 and Beyond**

- 200 miles of bike routes installed in last 3 years
- 79% increase in commuter cycling (2006-2009)
- 5 lane miles of on-street protected bicycle paths



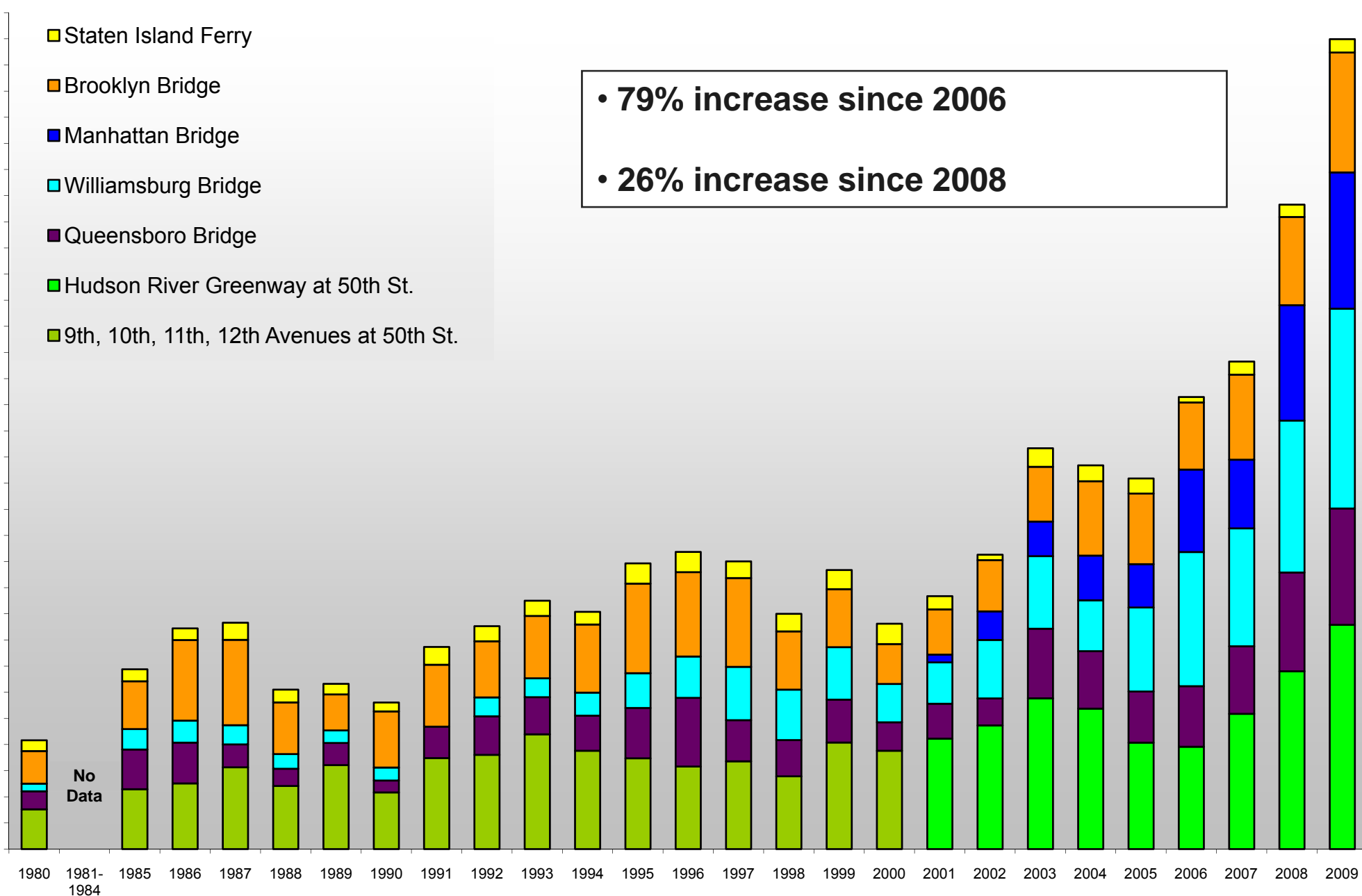
Ridership Rates

Cyclist
Volume

New York City Cyclist Counts at Selected Commuter Locations Weekday, 7AM to 7PM, 1980-2009

- Staten Island Ferry
- Brooklyn Bridge
- Manhattan Bridge
- Williamsburg Bridge
- Queensboro Bridge
- Hudson River Greenway at 50th St.
- 9th, 10th, 11th, 12th Avenues at 50th St.

- 79% increase since 2006
- 26% increase since 2008



Project Background



- CB 7 requested DOT proposal for protected bicycle paths
- No existing on-street southbound bicycle facilities on Upper West Side
- 60-foot wide street with three travel lanes and curbside parking
- Opportunities for speeding and reckless driving

Bicycles	12-hour period	
	579	
Motor Vehicles	AM Peak Hour	PM Peak Hour
	1,409	1,390

Source: ATI Data, Vehicles btw. West 78th and 77th Streets, January 2010; Bicycles @ 60th St, September 2008

Crash Data

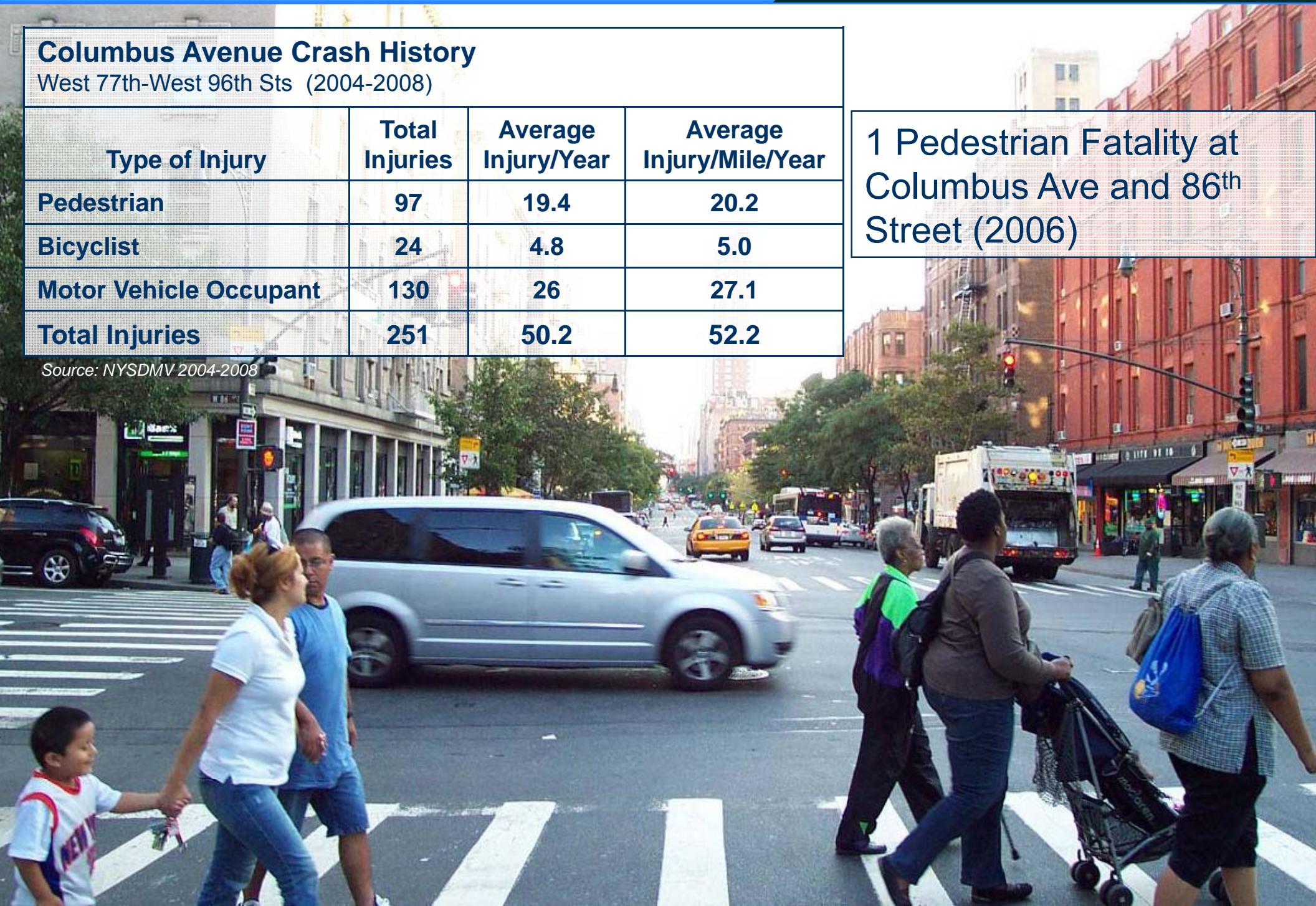
Columbus Avenue Crash History

West 77th-West 96th Sts (2004-2008)

Type of Injury	Total Injuries	Average Injury/Year	Average Injury/Mile/Year
Pedestrian	97	19.4	20.2
Bicyclist	24	4.8	5.0
Motor Vehicle Occupant	130	26	27.1
Total Injuries	251	50.2	52.2

Source: NYSDMV 2004-2008

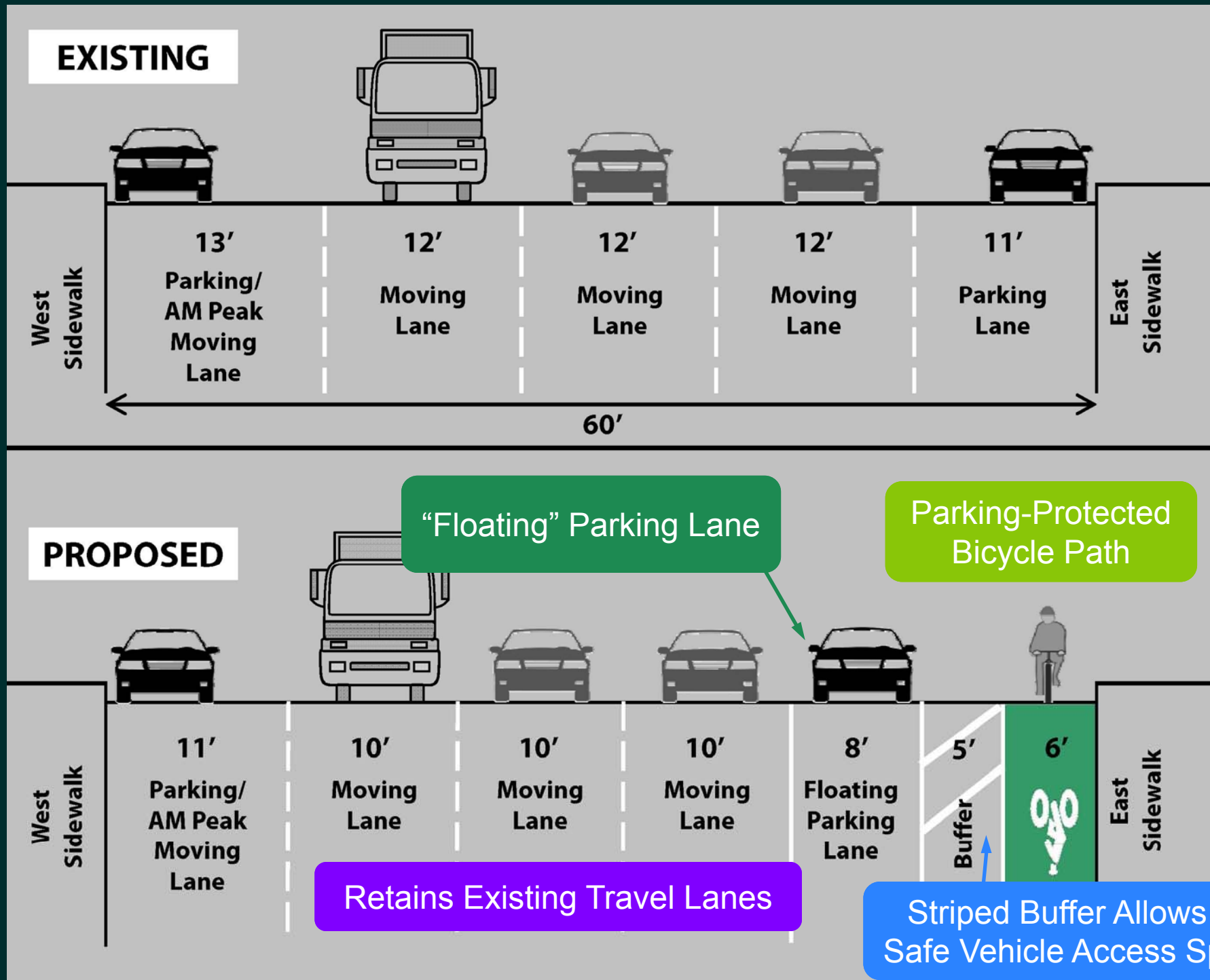
1 Pedestrian Fatality at
Columbus Ave and 86th
Street (2006)





Existing
Conditions -
Columbus Ave

Proposed Configuration



Safe Intersections

At Wide, Two-way Cross Streets

1. Separate Bike Signal
2. Pedestrian Refuge Islands
3. Dedicated Left-turn Lane



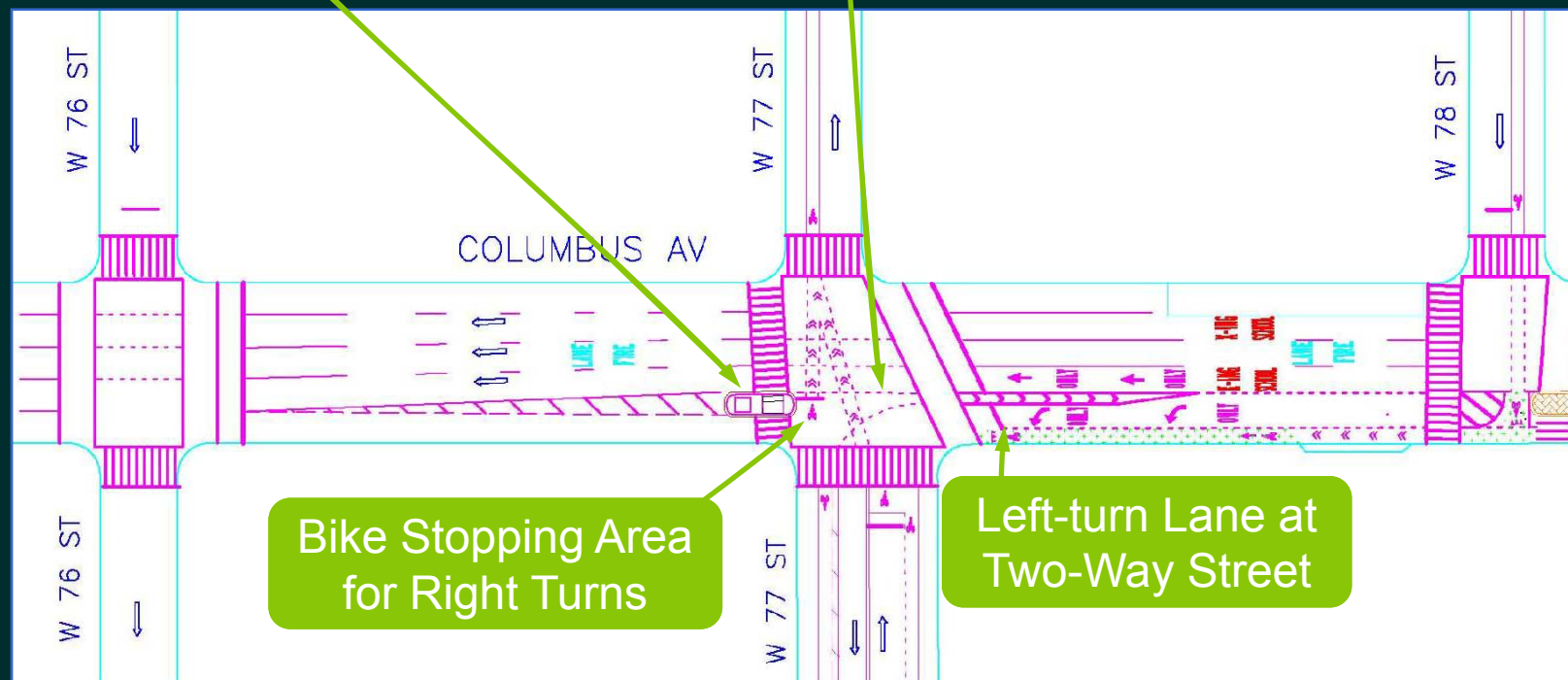
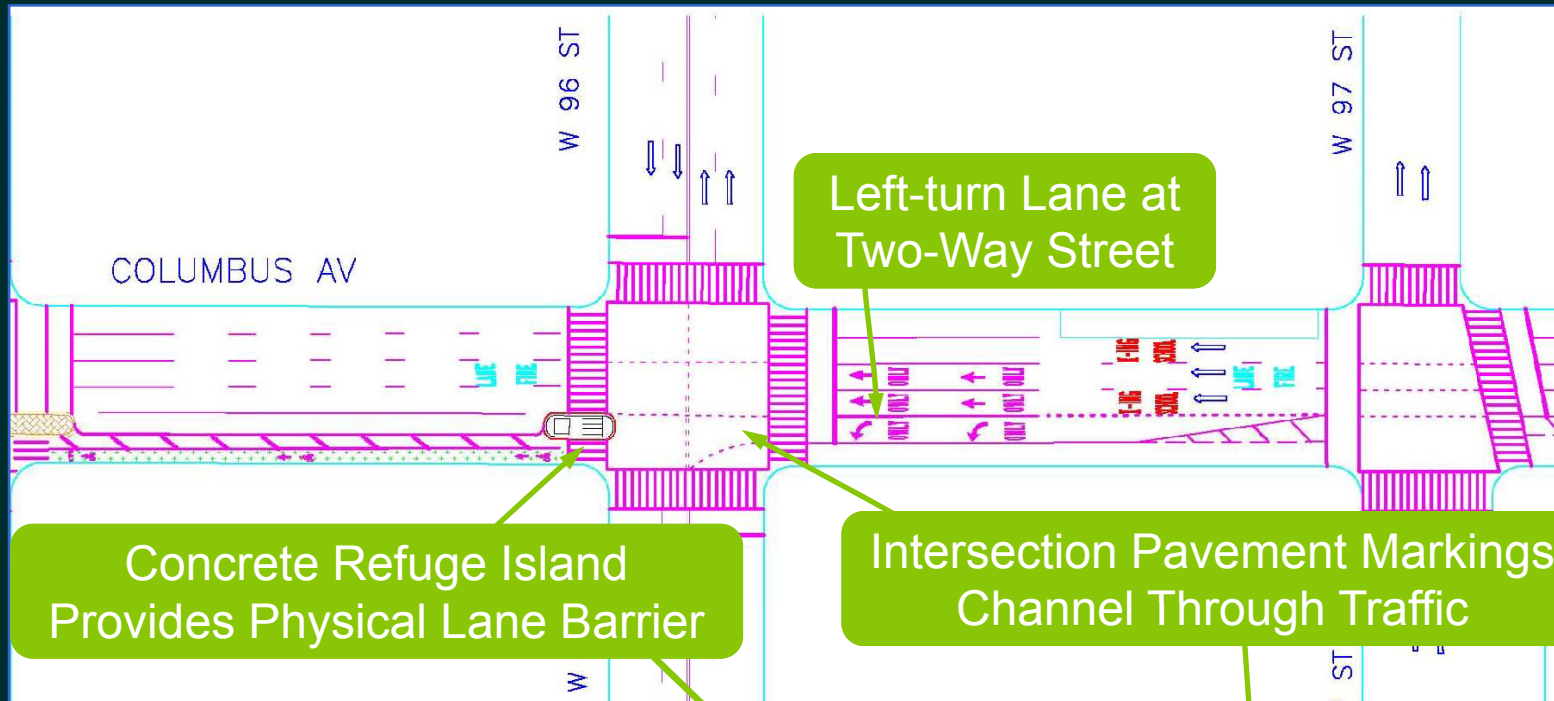
Safe Intersections – Mixing Zones

At Narrow, One-way Cross Streets

1. Sight Line Visibility
2. Mixing Zone Markings
3. Drop Green Paint



Project Transitions



Safety Results



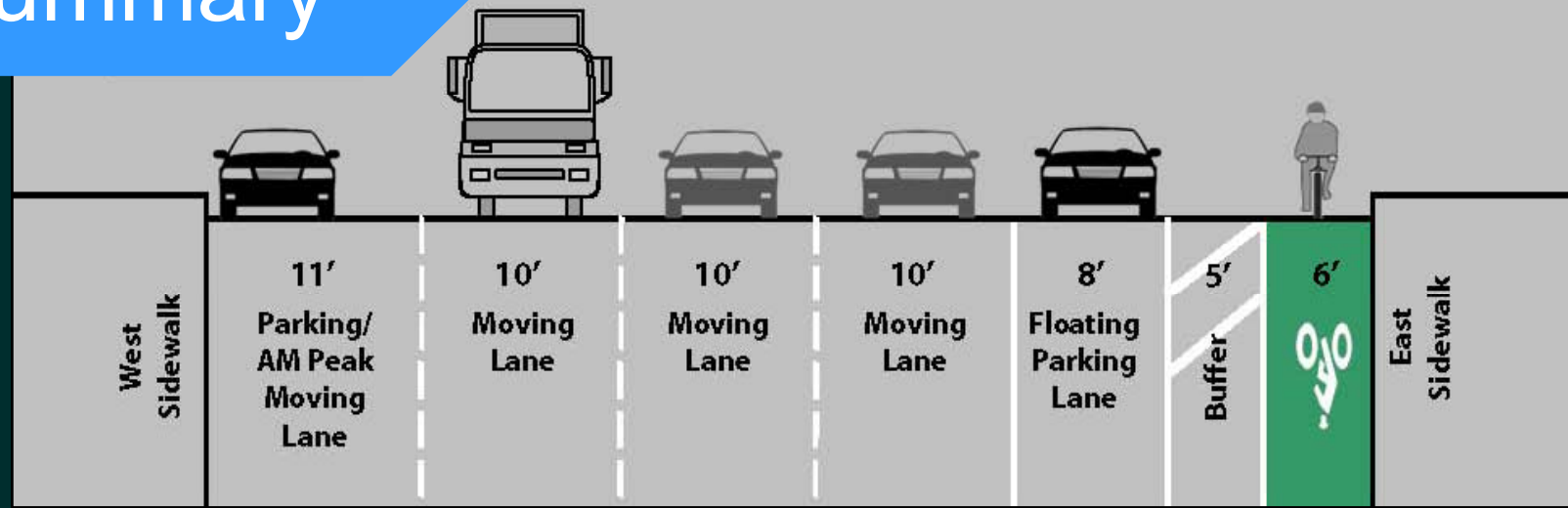
9th Avenue Bicycle Path:

- Injuries to all street users down 56%
- Injuries to pedestrians down 29%
- Injuries to cyclists down 57%
- Sidewalk riding down 84%

Grand Street Bicycle Path:

- Injuries to all street users down 31%
- Reportable crashes down 25%
- Injuries to pedestrians down 21%
- Sidewalk riding down 84%

Project Summary



- Enhances Safety for All Street Users
- Improves Bicycle Network Connectivity
- Provides Safety Treatments at Left-turn Intersections in Place of about 55 Metered Parking Spaces
- Decreases Pedestrian Intersection Crossing Distance
- Maintains Vehicle Traffic Capacity

Questions?

Thank
You